

Federal Funding Programs

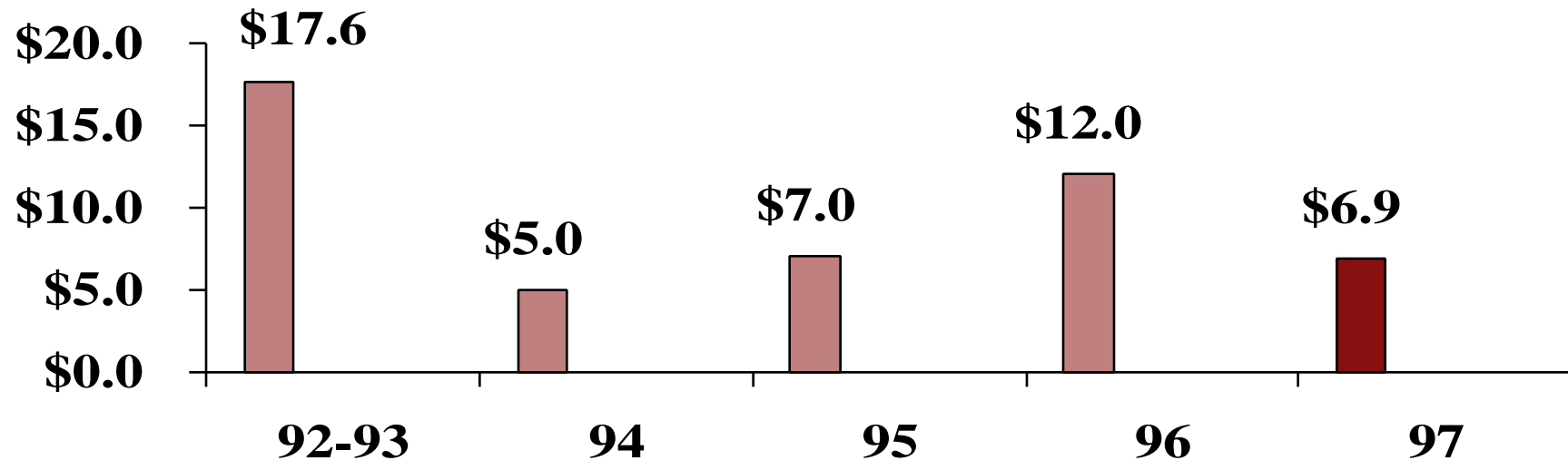


Greg Armstrong
WSDOT TransAid Service Center
November 1995

Transportation Enhancement Program

Purpose: To fund non-traditional transportation related projects from the federally mandated 10 % Surface Transportation Program “set aside.”.

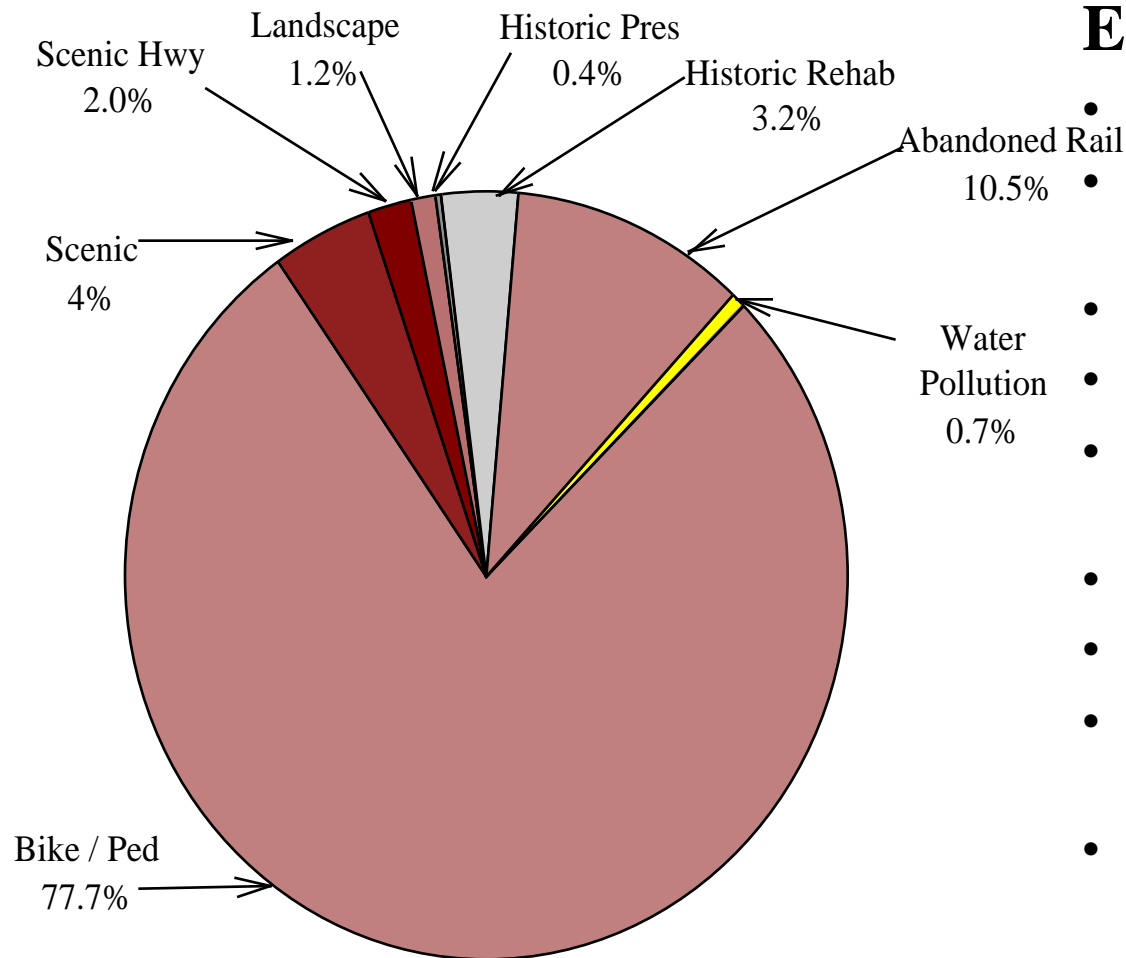
***Total Enhancement Funding Selections
Dollars in Millions***



Selected Projects Transportation Enhancement Program

Enhancement Categories

- Bicycle/Pedestrian Facilities
- Acquisition of Scenic/Historic Sites
- Scenic Historic Highways
- Landscaping
- Rehabilitation of Transportation Facilities
- Preservation of Abandoned Rail
- Removal of Outdoor Advertising
- Archaeological Research & Planning
- Mitigation of Water Pollution



Enhancement Selection Process

WSDOT TransAid calls for projects from Counties, Cities, State, Ports, Transit, Tribes and others

Regions prioritize projects

EAC reviews and selects projects

WSDOT Secretary Approves

Other Enhancement Information

1997 selection schedule:

Call for projects:	December 1995
Regional Workshops:	December 1995 - February 1996
Regional Prioritization:	March 1996
Application Deadline:	April 30, 1996
Selection:	May 23, 1996
Approval:	June 1996

Match:

80.0% Fed 20% Local	Bicycle/Pedestrian Projects
86.5% Fed 13.5% Local	Other

Enhancement Advisory Committee:

Elected Officials	WSDOT	Interest Groups
2 County Commissioners	TransAid	Trails, Bike, Pedestrian
2 City Mayors		Scenic/Historic, Indian Nation

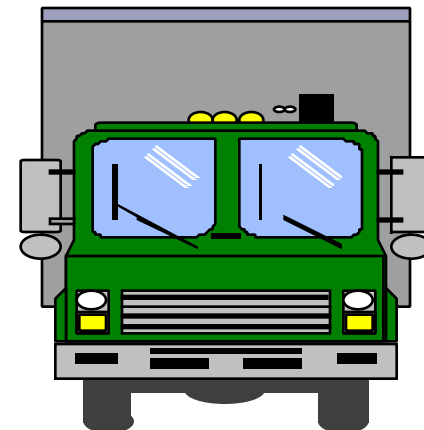
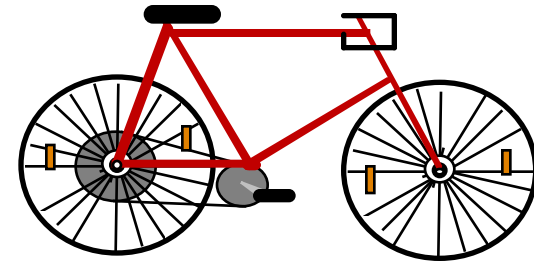
Available Funds 1997 \$6.9 Million

Considerations of the EAC

- Priorities as established by MPO's and RTPO's
- Diversity of projects - 10 qualifying activities
- Statewide distribution of funding
- Over matched projects
- Continuation projects
- Projects are ready to go in the current fiscal year.
- Project must have a direct relationship to the intermodal transportation system, but not necessarily to a current planned highway project.
- Environmental activity projects must go beyond what is normally done.
- Project is consistent with agency's comprehensive plan.
- **It is likely that a limit of 50% bicycle/pedestrian projects.**

ISTEA Statewide Competitive Program

- Originally established by Washington Policy Institute, ISTEA Steering Committee in June 1992. This program is Administered by TransAid and projects are selected by the TIB Board.
- The goal of the program is to fund projects and programs that develop, improve, and/or preserve an integrated transportation system that encourages multimodal choices to the public.
- Types of project: Multimodal, Innovative, Mutlimodal Centers, Park & Ride Lots, HOV's
- Eligible Agencies: All Public Agencies within the Region including Indian tribes



ISTEA Statewide Competitive Program

1997 selection schedule:

Call for projects:	November 1995
Application Deadline:	February 16, 1995
Review and Prioritization	March-April
Selection:	May 1996

Match:

80.0% Fed 20% Local	Bicycle/Pedestrian Projects
86.5% Fed 13.5% Local	Other

Application Limitations:

Each Agency is limited to 3 applications. the exceptions are WSDOT and Class AA Counties that operate public transit systems (King County). These entities may submit 6 applications.

Available Funds 1997:

\$36 Million

ISTEA Statewide Competitive Program

Scoring

Multimodal

25 Maximum

2 or more Modes
Enhances HOV Usage
Non-Motorized Transportation
Facilitates Connection Between Modes
Improves Coordination
New Capacity

0-5
0-5
0-5
0-5
0-5
0-5

Innovation

15 Maximum

Technology, Institutional Relations, Creativity,
Financial Arrangement, Transferability

0-15

Mobility

15 Maximum

CTR/TDM Laws
Capacity Increases
Rural Isolation
Increase HOV/Non-Motorized Market Share
Efficiency Improvements
Freight and Goods Movement

0-3
0-5
0-5
0-3
0-5
0-5

Economic Development

9 Maximum

Freight and Goods Movement
New Business and Job Development
Partnership with Business
Economically Distressed Area

0-4
0-4
0-3
0-4

ISTEA Statewide Competitive Program

Scoring

Environment

9 Maximum

Air Quality Improvement

0-3

Water Quality Improvement

0-3

Noise Reduction

0-3

Energy Efficiency

0-3

Financial

9 Maximum

Public Partnership >5% project cost

0-2

Private Partnership >5% project cost

0-3

Match >10%

0-3

Ready to Construct or Implement

0-2

Low Cost Project (under \$900,000)

0-3

Preservation

9 Maximum

Corridor Preservation

0-9

Pavement Preservation

0-9

Facility Preservation

0-9

Fleet Replacement/Rehabilitation

0-9

Customer Sensitivity/Safety

9 Maximum

Safety Improvement

0-5

Passenger or Employee Safety Amenities

0-5

Enhancement of facilities

0-2

ISTEA Statewide Competitive Program

New Developments

- TIB Board does selection
- No Planning Projects
- 15% Cap per agency rather than \$1M/ project
- Cannot apply twice for the same phase
- Great emphasis on Freight Mobility
- TIB staff will field review and score all projects.

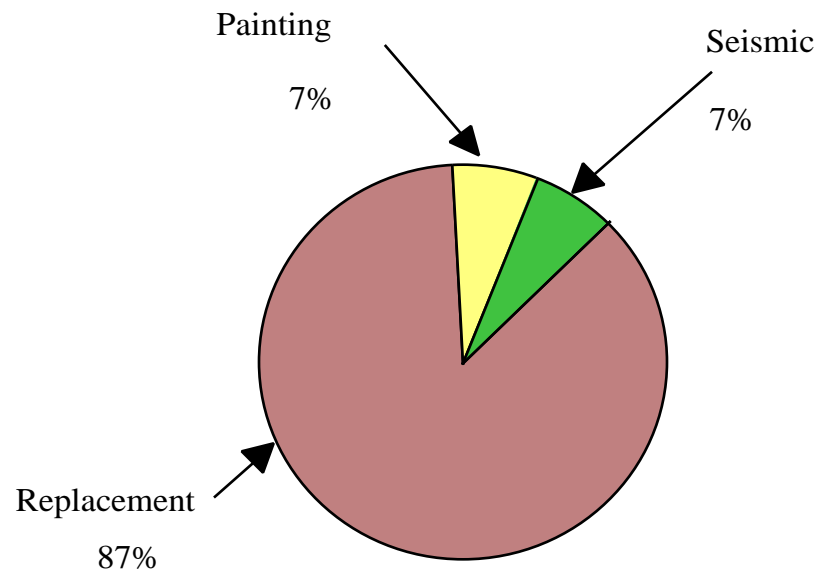
STP Transportation Regional Allocations

- Application Period: Contact Regional Selection body for schedule.
- Types of Eligible Projects:
Roads, Bridges, Transit Facilities, Safety Projects, Transportation Enhancements and all other types of projects eligible under ISTEA rules.
- Eligible Agencies: All Public Agencies within the Region including Indian tribes
- Available Funds 1997: \$60 Million
- Match: 80.0% Fed 20.0% Local Bicycle/Pedestrian
86.5% Fed 13.5% Local Other

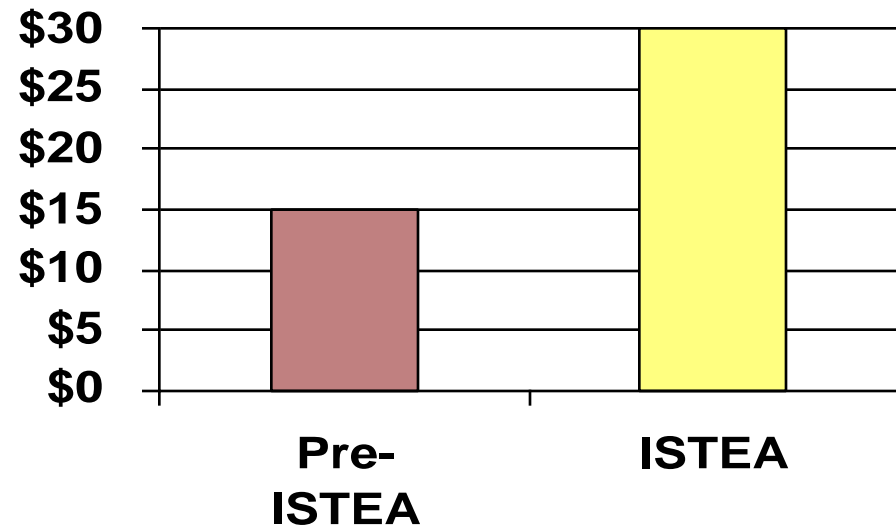
Bridge Program

Purpose: To replace or rehabilitate local structurally deficient and functionally obsolete bridges.

Bridge Program distribution by dollars



**Bridge Program Funding
Dollars in Millions**



Types of Projects:

Bridge Replacement
Bridge Rehabilitation
Bridge Painting
Seismic Retrofitting

Eligible Agencies:

Counties
Cities

Funds Available 1997:

\$20 Million

Bridge Replacement and Rehabilitation

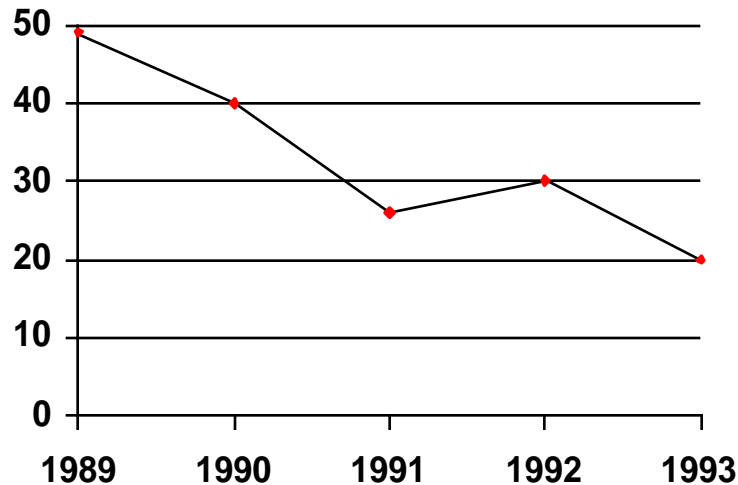
- Call for Projects: Spring 1996 and Fall 1996
- Eligible Agencies: All public agencies
- Application Limitations: During the spring selection, all agencies are allowed to submit one on-system and one off-system bridge.

During the fall selection, WSDOT bridge, preservation office selects local agencies bridges.
- Match: 80.0% Fed 20.0% Local
- Review: WSDOT Bridge Preservation office.
- Selection: BRAC Committee

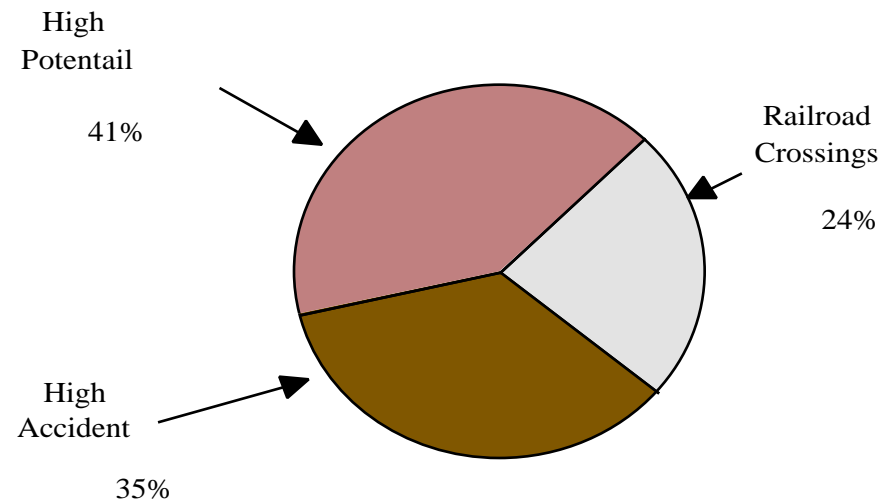
STP Safety Program

Purpose: To correct hazardous railroad crossings, and areas with high accident histories or potentially high accident rates.

Railroad Crossing Injury Accidents



**STP Safety Program
by Type of Improvement**



Types of Projects:

Railroad Crossing
High Accident Locations
High Accident Potential

Eligible Agencies:

Counties
Cities
Ports
WSDOT

Funds Available 1997:

\$ 4 Million Safety
\$ 0 Million Railroad

Match:

RR PE and Safety 90% Fed 10% Local
RR CN 100% Fed

Types of Projects

- Group I

These projects are in areas where a high number of accidents have happened in the last 3 years. The proposed improvement must address the defined problem.

Most common types of projects

- Installation of Traffic Signals
- Curve Realignment
- Intersection Realignment
- Channelization
- Traffic Circles

- Group II

These projects are in an area with a high potential for accidents. The proposed improvement must address the defined problem.

Most common types of projects

- Installation of Guardrail
- Installation of Approach Rail
- Minor Roadway Realignment

Group I Projects

- Minimum Requirements

Average of Two Accidents/Year

ADT > 250 on main roadway

A Public Road

- Federal Match

90% Federal 10% Local

Maximum of \$200,000 Federal

- Project Application

Project Prospectus

Description of existing conditions

Vicinity Map

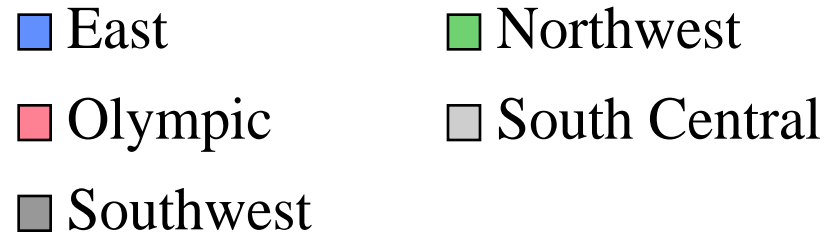
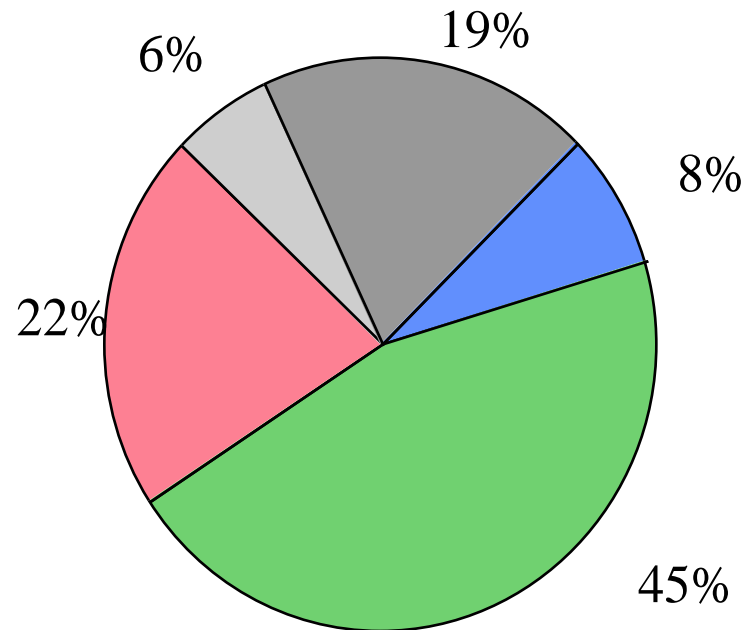
Problem Definition

Collision diagrams of accidents

Signal warrants (if applicable)

Photograph

Group I projects by Region



Ranking of Group I Projects

- Group I projects are rated on a benefit/cost ratio.
- Annual Benefit calculations include
ADT/Growth Rate
Number of Correctable Fatal, Injury Accidents
Number of Correctable Property Damage Accidents
Accident Reduction Factors
- Annual Cost Calculations include
Total Cost
Cost Recovery Factor
- All Projects are field reviewed by the Project Prioritization Engineer and Regional TransAid Engineer.
- Ineligible Projects:
Maintenance Projects
Signals which don't meet signal Warrants
Non Public Roads
Locations with less than 2 accidents/year over 3 year period
Projects with ADT <250

Group II Projects

- Minimum Requirements

A Public Road

- Federal Match

90% Federal 10% Local

Maximum of \$100,000 Federal

- Project Application

Project Application

Description of existing conditions

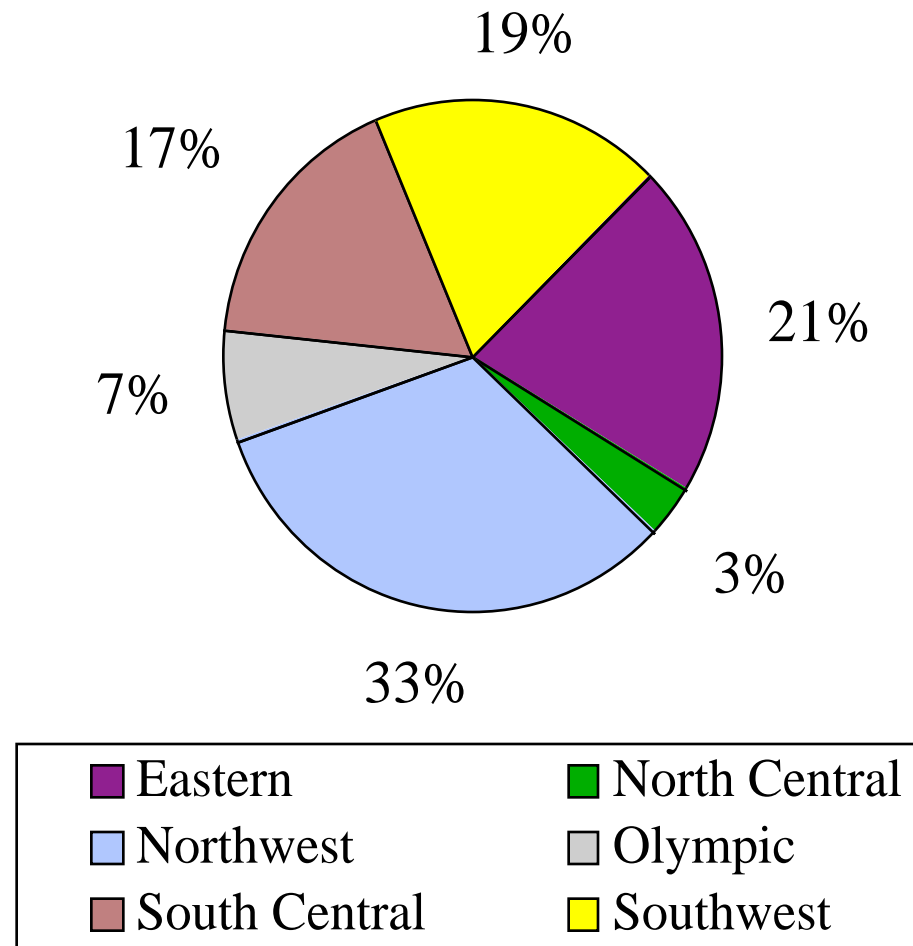
Vicinity Map

Problem Definition

Collision diagrams of accidents

Photograph

Group II Projects by Region



Ranking of Group II Projects

- Group II projects are rated based on existing site conditions

- Rating Factors

<u>Factor</u>	<u>Points</u>
ADT Factor	0-10
Offset from Centerline	0-10
Embankment Height	0-5
Curve Rating	0-2
Curve Speed Factor	0-3
Bridge Ends	0-5
Water over 2 feet	0-5
Structure	0-2
Tree & Poles	0-2
Other Factors	0-2
Accidents	0-5
Speed Adjustment	1-0.9

- All Projects are field reviewed by the Project Prioritization Engineer and Regional TransAid Engineer.

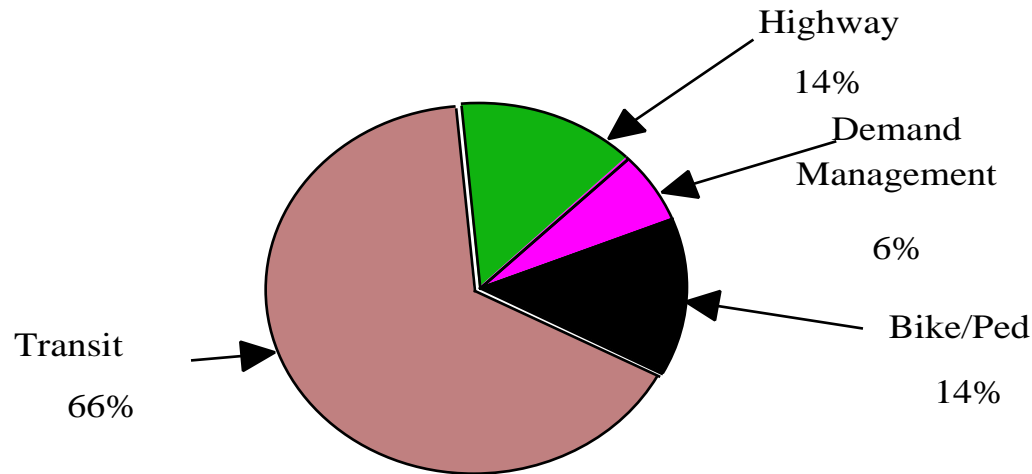
- Ineligible Projects:
Maintenance Projects
Non Public Roads

Congestion Mitigation and Air Quality Program (CMAQ)

Purpose: To implement transportation/air quality plans and attain national standards for carbon monoxide, ozone and small particulate “dust” matter.

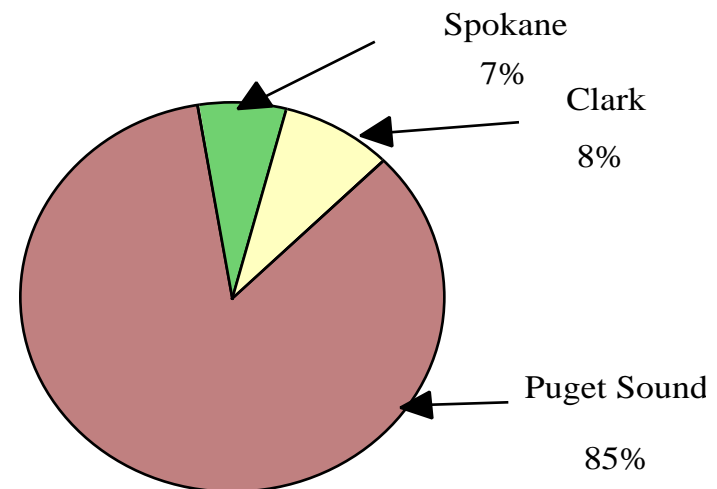
Congestion Mitigation & Air Quality

By Activity Type



Congestion Mitigation & Air Quality

Regional Distribution



Types of Projects:

Transit Improvements
Shared-Ride Services
Traffic Flow Improvements
Transportation Demand Management
Pedestrian and Bicycle Improvements
Inspection and Maintenance Programs

Eligible Agencies:

All public agencies in the
(Non-/Attainment Areas) Defined
by the Clean Air Act

Funds Available:

\$ 15 Million/Year

Congestion Mitigation and Air Quality Program (CMAQ)

Application Period: Contact Regional Selection body for schedule.

Match:

80.0% Fed 20% Local

Bicycle/Pedestrian Projects

86.5% Fed 13.5% Local

Other

Ineligible Activities:

Reduce emissions from extreme cold-start conditions.

Encourage the removal of pre-1980 vehicles.

Increase road capacity for SOVs.

Where do I get Help?

- **Regional TransAid Engineers**

- Northwest - Terry Paananen
(206) 440-4734
- North Central - Stan Delzer
(509) 663-9674
- Olympic - Bob Holcomb
(360) 357-2666
- Southwest - Bob Elderkin
(360) 905-2215
- South Central - Bill Linse
(509) 575-2580
- Eastern - Brent Rasmussen
(509) 324-6080

Other Sources of Information

Local Agency Guidelines Manual(LAG)

